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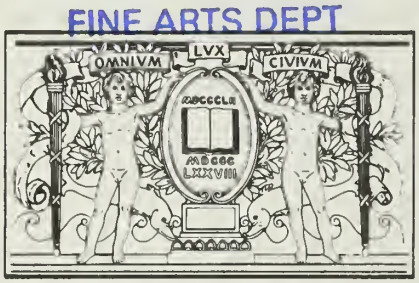

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CHARLESTOWN NAVY YARD

PREPARED FOR THE CHARLESTOWN NEIGHBORHOOD COUNCIL

FRAMEWORK FOR DISCUSSION

DRAFT

For Discussion Only

CITY OF BOSTON
RAYMOND L. FLYNN, MAYOR

BOSTON REDEVELOPMENT AUTHORITY
STEPHEN COYLE, DIRECTOR

Larson, Leslie

THE CHARLESTOWN NAVY YARD: A HISTORY OF ITS DEVELOPMENT

Following the Revolutionary War, the new nation, tired of conflict and eager to get on with building a free society, sold its fighting ships and sent its sailors home. On March 22, 1794, Congress authorized the building of six 44-gun frigates as the first stage in the establishment of a new navy, with one to be built at Hartt's Yard (Thornton's on Bonner's 1722 map and Constitution Wharf today) in the North End of Boston. The Constitution was launched in October of 1797, seven months after the inauguration of President John Adams, an advocate of a first class Navy.

In response to legislation passed in 1799 designed to strengthen the Navy, Benjamin Stoddert, the first Secretary of the Navy , dispatched naval constructor Joshua Humphreys to New England in search of sites for "building yards". As a possibility, Humphreys identified a point of land overlooked by Dr. Aaron Putnam's mansion house in Charlestown. Called Moulton's Point, the site was located at the confluence of the Charles and Mystic Rivers. It was also the place where British General William Howe led his troops ashore on June 17, 1775 enroute to Breed's (Bunker) Hill. At the time of Humphreys' visit, Ebenezer Breed, a tinman, owned a substantial pasture on the point.

The Charlestown selectmen and others, desirous of luring the Navy to their shores, sent Aaron Putnam to Philadelphia to lobby President Adams, who eventually concurred and appointed Putnam U.S. agent charged with acquiring twenty-four and one half acres of land.

In honor of the 25th anniversary of the Battle of Bunker Hill, on June 17, 1800, the General Court of the Commonwealth approved "An Act Authorizing the United States to Purchase a Certain Tract of Land in Charlestown for a Navy Yard," not to exceed 65 acres, exclusive of flats.

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On August 30th of that year the first three parcels were sold to the United States by Dr. Putnam, Richard Boylston, and William Calder. By April 3, 1801, the transfer of all ten lots was completed. Additional purchases were made in 1817, 1863, and 1920; and considerable land was added over the years by filling in the marshes and mud flats and reordering the shoreline to arrive at the 84 acres of land an 46 acres of water constituting the present Yard.

Although the Navy Yard was unique both in its size and as a government-owned military facility, it followed a long tradition of shipbuilding in the Boston area. Shortly before Governor Winthrop's arrival in 1630, a shipyard had been established on the Mystic River in Medford, and 1633 had become a shipbuilding center, with numerous yards in operation.

Shipbuilding on the Shawmut Peninsula began only slightly later. Benjamin Gillian and Company, well established near Copp's Hill by the 1640s had launched the 400-ton Seafort as early as 1644. Also by the 1640s, Benjamin Ward's yard was operating near what is now the corner of Milk and Batterymarch Streets. Following Ward's death, the yard was sold before closing about 1800. The Genet, named in honor of the then French minister to the U.S., was launched there in 1798, a year after the Constitution entered the water farther north on the waterfront.

John Bonner's map of 1722 included 12 shipyards on the Boston waterfront. With the increase in trade by 1814 and the consequent need for piers, the number had been diminished to two, according to Hales' map of that year.

Planning for the Navy Yard began even before completion of land acquisition. In November of 1800, Secretary Stoddert wrote to Putnam and to Higginson and Company, Navy Agent in Boston, regarding estimates for "building a proper wharf" for construction of a 74-gun ship, as well as for a 75-by-150 foot brick and stone storehouse.

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President Jefferson replaced Stoddert with Secretary of War Henry Dearborn and appointed Samuel Brown as Navy Agent on April 1, 1801. On June 12th he appointed Captain Samuel Nicholson - who had supervised construction of the Constitution and was its first commander - as first superintendent of the Navy Yard. Nicholson was the first of three naval heroes who commanded the Constitution and were similarly rewarded. His successor in 1812 was Captain William Bainbridge, victor over H.M.S. Java on December 29, 1812. During Bainbridge's intermittent tour at the Yard, Captain Isaac Hull, conqueror of the Guerriere on August 19, 1812, served as commandant from 1812 to 1813 and 1815 to 1823.

Osgood Carleton was commissioned to prepare a map of the yard in 1802. Included was a plat of the grounds in three divisions showing both in-place buildings and proposed improvements. Existing buildings, scattered in the western quadrant, included a storehouse for live oak, a covered saw pit, a barracks, and a carpenters shop, plus a blacksmith ship and laborers quarters, both pre-existing and purchased by the U.S. Most of the land was described as pasture for public oxen. Also in 1802, five acres were appropriated for a Marine Hospital, completed by 1805.

In 1805, the brick Superintendent's Residence was completed near the northwest boundary, and by late 1809, a two-story brick magazine and a two-story brick Gun House were in place. A barracks, also of brick, was built in early 1811 at which time the Parade Ground was ordered laid out.

Superintendent Bainbridge's inventory of the yard in 1812 included the following: (a) Commandant's House, (b) Marine Barracks, (c) frame three-story storehouse 60' x 40', (d) Magazine, (e) old one-story wood building, (f) very old small structure in ruins, (g) two one-story frame sheds for timber, (h) Blacksmith Shop, (i) stone lip or landing place, (j) dam or cobb wharf, (k) temporary fences. Condition was described as rundown.

By autumn, 1813, a new wharf and large three-story brick Navy Store with a slate hipped roof, plus a Blacksmith Shop, were built. The store survives as Building 5.

Even before the Charlestown Navy Yard was established there was a Navy Agent in Boston who was in charge of general Navy business in the city and whose actual power exceeded that of the shipyard commandant, resulting in considerable friction in the early years.

Amos Binney (1778-1833), perhaps the most colorful of the Navy Agents, was appointed in late December of 1811, serving until 1826. A self-made businessman and colonel in the Massachusetts Militia, he was court martialed in 1808 for disobedience of orders during a Militia parade on Boston Common, but was subsequently acquitted. In 1821, a Lt. Joel Abbot and others filed allegations of malpractice and public plunder against Colonel Binney as Navy Agent. The Secretary of the Navy apparently exonerated him (for he kept him in office). During his business career he founded the Vermont Copper Works and was president of the Worcester Railroad and of the Market Bank in Boston. In 1829, he built 31-35 Mt. Vernon Street, Boston, a row of three brick houses at the corner of Hancock Street, residing in No. 31 until his death.

1813 was a notable year for the Yard, nautically and architecturally, with construction of its first ship begun and its first Shiphouse completed. The Shiphouse was a remarkable structure. The huge, gambrel-roofed, timber-framed, many-windowed building, 210' x 70' x 50' high, enabled a ship to be constructed indoors. It was the second of its species to be built, one in Portsmouth having preceded it by a few months. The Shiphouse survived long enough to see the 74-gun Independence launched on June 22, 1814, but succumbed to a wind storm two months later. It was rebuilt, somewhat larger, in 1819.

The 18-gun sloop Frolic had been launched from a nearby yard in Charlestown in September of 1813 and was towed to the Navy Yard to be outfitted.

Additions to the Yard during the next decade included a Spar and Boat Shed plus a two-story brick Porter's Quarters in 1817, three Timber Sheds in 1818, 1821, and Shiphouse No. 2, 260' x 162' x 80' in 1822. (In later years two more Shiphouses were located on either side of No.2: Shiphouse No. 3, in 1826 and Shiphouse No. 39 in 1841.) Subtractions included two frame buildings and a major part of the Marine Hospital which burned in 1818. The hospital was relocated to Chelsea in 1825, and what remained of the building was taken down and the bricks reused to build a row of four new quarters. A new hospital and magazine in Chelsea were designed by Alexander Parris in 1831 and completed in 1836.

Peter Tufts' "Plan of the Charlestown Peninsula" of 1818 shows the Navy Yard as a vast open space with groups of five buildings plus "Navy Yard Wharf" at the south western end, and seven buildings (including the hospital) at the northeast. An 1823 plan of the "Navy Yard, Charlestown, Mass." locates 20 buildings, including those labeled as Commandant's House, Barracks, Powderhouse, Shiphouse No. 1, Shiphouse No. 2, Saw Shed, Hospital, Pier (with Columbus, Independence, and Java at anchor), four docks including a "Dock for Timber", Old Road, New Road, and Road No. 2.

Prior to the engineering and architectural influence of Colonel Loammi Baldwin and Alexander Parris, beginning in the late 1820s, the Yard exhibited a decidedly rural aspect. One of the chief concerns during the early decades was the proper storage of timber, particularly live oak and yellow pine, the essential ingredients in ship construction. Storage was in sheds or storehouses or under water in a dock specially designed to age the wood slowly, as shown on the 1823 plan.

Storage was in sheds or storehouses or under water in a dock specially designed to age the wood slowly, as shown on the 1823 plan.

Commandant Hull had proposed a brick wall enclosing the Yard in 1816, but it was not until 1824 that the first 600-foot portion, by then stone, from Water Street to the Salem Turnpike (now Chelsea Street) was completed. That same year Alexander Parris was retained to prepare a plan for the extended segment along the Salem Turnpike, probably because of his recent experience in building walls for the Charlestown Prison. The 2,400' x 9' x 20" granite wall was completed on October 12, 1826, within months of the opening of his Faneuil Hall Market buildings in Boston. The wall and its granite announced a new and glorious era in Navy Yard construction.

On March 3, 1827, Congress enacted legislation directing President John Quincy Adams "to cause the Navy Yards of the United States to be thoroughly examined and plans to be prepared and sanctioned by the President for the improvement of the same...". That same spring President Adams appointed Commodores Bainbridge, Chauncey, and Morris to carry out the law. Colonel Loammi Baldwin 1780-1838) was named engineer charged with assisting the board in surveys and preparation of plans.

Baldwin, considered the father of civil engineering in America, had a profound effect on the Navy Yard as well as on the entire Boston area. Not only did he originate the Baldwin apple and invent the vulcanizing process, but he planned the Middlesex Canal, completed in 1804, and took over and completed the Mill Dam project in the Back Bay following Uriah Cotting's death in 1819. Baldwin designed Holworthy Hall at Harvard in 1811 and directed the renovation of Massachusetts Hall the following year. He was the first of a quartet of major Boston architect/engineers to work at the Navy Yard, the others being Alexander Parris, Gridley J.F. Bryant, and Joseph E. Billings.

On August 11, 1828, a "Plan of the Navy Yard at Charlestown, Mass., showing the positions and dimensions of the Ground Plans of the different Buildings, Docks, and other Improvements as recommended by the Board of Commissioners" was issued. The plan completely transformed an agrarian peninsula with a few scattered buildings, docks, and wandering roads into an urban industrial complex laid out as a classical grid dominated by five broad avenues running southwest to northeast intersected by seven cross streets. Proposed buildings, rectangular in shape, were regimented to conform to the street pattern, the exception being the Ropewalk shown at a diagonal parallel to the Salem Turnpike. The existing Shiphouses seemed a bit tipsy in their non-axial positioning. While the plan was not followed in every detail, the spirit of the grid dominated all future development. Although Alexander Parris has been credited with this plan, Loammi Baldwin was clearly in charge of the preparation and it is unlikely that the design does not bear the imprint of his experience.

In an 1838 letter outlining his professional experience, Parris wrote: "In 1827, Colonel Baldwin commenced the drydock at Charlestown Navy Yard, and I was employed as assistant and superintendent of the work...These works engaged by services until 1832, when they were completed...Since the completion of these works I have been employed by the Government...on various public works at the Navy Yard at Charlestown."

Preliminary construction for the Drydock began on August 24, 1827, with the first stone being laid for the Coffer Dam. The first stone for the Drydock proper was in place on May 21, 1829. The project was completed in mid-1833, and the Constitution, which had been waiting three years for repairs, was admitted on June 24th. The Drydock was extended 65 feet seaward in 1856-57 and again reconstructed in 1948.

Alexander Parris (1780-1852) came to the Navy Yard after a distinguished architectural career, primarily in Maine and in the Boston area. He also had experience in military architecture, having designed about a dozen buildings between 1816 and 1820 for the newly established Arsenal in Watertown, relocated from the Charlestown Navy Yard.

Although these structures were in brick, they exhibited the type of strength and restrained elegance which would be translated into granite in Charlestown. Other major buildings designed by Parris between Watertown and Charlestown included the Parker-Appleton Houses (1817-19), St. Paul's Cathedral (1819-20), David Sears Mansion (1819-21), Suffolk County Jail and Courthouse (1820-22), Faneuil Hall Market (1824-26), all in Boston, and the Stone Temple (1827-28) in Quincy. Parris, perhaps more than any other Boston architect, established the Greek Revival as the prevailing style from 1820 to the 1840s and granite as the preferred material to the 1860s.

In addition to his work on the Drydock, Parris designed an Engine House (Bldg. 22) built in 1830-31, a Storehouse (Bldg. 34) of 1835-37, and several slips and quay walls. His most significant project was the Ropewalk, designed in 1834 and built from 1835 to 1837 at a cost of more than $340,000. Constructed of Quincy granite backed with brick, with a slate roof, the Ropewalk measured 1,360 by 45 feet. Originally one-story for most of its length, with a three-story Head House, it acquired matching granite additions in 1856 and 1908, extending the second floor by 848 feet. Its unique spinning and twisting machinery, as well as its steam boilers and engines, were designed by Daniel Treadwell of Boston between 1828 and 1834. From its completion until 1955, the Ropewalk supplied all the rope used by the U.S. Navy. Included in the complex were two subsidiary buildings, the two-story, 200' x 19' granite Tarring House and the two-story, 140' x 160' granite Hemp House.

Parris may have had a hand in, and certainly influenced, the designs of other buildings as well. His last project was to execute record drawings of recent improvements in the Yard. Upon completion of the drawings in 1840, Parris was dropped from the Navy Yard's payroll. The principal demands of the Navy Yard projects were functional and engineering-related rather than visual and spatial, hence their severity and simplicity when compared to his other work of the 1820s. The differences relate to the nature of the commissions rather than to a stylistic shift.

Gridley J.F. Bryant (1816-1899) had become Parris' assistant in 1832, but no Navy Yard buildings have been attributed to him. By mid-century Bryant had become Boston's leading architect and a master manipulator of granite. Among his major works in Boston are the Charles Street Jail (1848-51) and, with Arthur Gilman, the Old City Hall (1862-65), both executed in granite.

Several buildings dating from the 1840s and early 1850s have been attributed to Joseph E. Billings. Included are the two-story granite Carpenters and Joiners Shop (Bldg. 24) of 1847, the two-story brick Tinners and Plumbers Shop (Bldg. 28) of 1849-50, the unique octagonal brick Muster House (Bldg 31) of 1852-54, and a three-story granite Storehouse (Bldg. 33) of 1850-52. A problem arises, unless dates are incorrect, since Billings was not appointed Chief Civil Engineer at the yard until July of 1853, a post he held until 1866.

Those buildings designed by Billings within his 13-year tenure include the three-story granite-faced Cooperage and Packing House (Bldg. 38) of 1854, which burned in 1878; the one and two-story brick Steam Engineering Building (later the Machine Shop and Foundry, Bldg. 42) of 1856-58.

Heavily altered in 1901-1910 and during World War II; the two-story brick Boiler House (Bldg. 79) of 1857; the two-story brick Heavy Hammer Shop (Bldg. 40) of 1863 (west elevation demolished in 1939-41 for Bldg. 42A); the three-story, slate-roofed Sail Loft and Joiners Shop (Bldg. 36) of 1866; and the one-story brick Ordnance Storehouse (Bldg. 39) also of 1866.

A beautifully detailed, 239 1/2-foot brick chimney attached to the Steam Engineering Building was Billings' most spectacular contribution to the Yard. It survived only until 1903. His earliest work continued the robust Parris use of rugged, quarry-faced granite but with subtle additions of Renaissance-inspired detail. Later he shifted to brick as the principal material with more pronounced Renaissance trim executed in granite, thus gradually ending the Navy Yard's granite era.

The career of Joseph E. Billings (1821-1880) as an architect began with the Boston Museum project (1845-46) designed in collaboration with his brother Hammatt (1818-1874). The Museum, an elegantly detailed, Italian Renaissance Revival structure of Quincy granite, located on Tremont Street, was one of Boston's finest buildings at the time of its construction. Among Joseph's other notable buildings were the National Theater (with C.F. Sleeper) of 1852, Odd Fellows Hall of 1871-72, Second Cathedral Building (with Hammatt) of 1873-74, and the spectacular, 475-foot-long, French Second Empire College Hall at Wellesley (also with Hammatt) of 1871-75. All of these buildings were much more elaborately detailed than his Navy Yard structures, consistent with their differing uses and environments. Unfortunately, none of them has survived.

In 1851 the following somewhat romanticized description of the Charlestown Navy Yard was printed in the popular magazine, Gleason's Pictorial Drawing Room Companion: "The Yard within the walls covers an area of about seventy acres... There are three ship-houses and slips for building vessels under cover. Two large store-houses 200 feet by 66, built of Quincy granite, and other buildings exclusively for stores and munitions of war. There are four timber sheds of 450 feet in length, in which there are stowed, at this time, frames of live oak for sixteen ships of the various rates in our navy, ships of the line, steamers and frigates.

"The most remarkable building...is the Ropewalk, 1350 feet in length, and having double laying grounds. The spinning is done by machinery in a room containing eighty machines, and with the laying grounds and tarring machinery, is capable of turning out rigging of all sizes, from the largest cable to the smallest lines used in the navy, to the amount of five tons daily."

"The blockmakers' shop with its improved and beautiful machinery, is pronounced. To be the most complete establishment of its kind found anywhere. The gun-carriage shop, saw-mill, and planing-machines; the smithey, foundery, etc., are also well adapted to this great naval depot and workshop. The whole Yard is laid out into streets and avenues, which are either paved or gravelled, and bordered with elms, maples or other ornamental trees, affording one of the most beautiful promenades in this part of the country. There is a magnificent park for heavy cannon...There is also a shot park, with many thousand balls piled in the neatest manner, and an anchor park, in which are the largest anchors for men-of-war."

"Average number employed through the year, 500 - sometimes as many as 900..."

"There are at this time three great ships of the line, the Ohio, the Vermont, and the Virginia...at the Navy Yard."

Construction came to a standstill at the end of the Civil War and did not revive until the turn of the century. Hopkins' 1875 atlas shows 55 large and small masonry, three frame Shiphouses, and four long frame Timber Sheds. Also shown were one Drydock, two large Timber Docks, five piers, a Gun Park, a Shot Park, and a Railroad.

Beginning in 1815, the board of Navy Commissioners assumed control of Navy Yards. The Board was replaced by a bureau system in 1842, expanded in 1863, and ended in 1966.

Rear Admiral George Henry Preble's description of the Yard in 1881 reads in part: "It is surrounded on the land side by a substantial granite wall, twelve feet high...has a water-frontage of 8,270 feet; it has three building-slips and four ship-houses...a wet-timber dock at the eastern end...of over five acres. In the upper part of the yard are two wet basins...of seven acres. There are now...twenty brick, eleven stone, thirty-six wooden, and two iron buildings, besides numerous temporary sheds and buildings. Only eight buildings are standing which are on the yard plan of 1823...There are two avenues running lengthwise of the yard, ornamented with shade-trees; and "Flirtation Alley", along the inner side of the Ropewalk, with its shady trees and plank-walk, is a well-known resort of lovers on moonlight nights...A two-story brick building...in 1873 was arranged for the manufacture of wire rope..."

Although it would be 20 years before the effect reached Charlestown, the beginnings of the "New Navy" can be traced to 1883, when Congress embarked on a program of building modern, steel-hulled warships. In 1886, the yard was all but shut down except for equipment production.

The Navy Yard held about 88 buildings in the 1890s, 53 masonry and 35 wood, many of which were Civil War temporary structures. Deterioration was rampant.

By 1903, an extensive building program was under way, yielding ten new structures over the next two years (Bldgs. 103, 104, 105, 106, 107, 108, 114, 120, 123, 125). All were brick with steel or concrete frames, a pattern which continued through World War I. The Colonial and Renaissance revival details of the first 20th century buildings soon gave way to a stripped-down factory style. As a prelude to the early 1900s "improvement" program, the first of the cluster of three great timber Shiphouses had been taken down in 1901, and by 1903 the remaining two had suffered a similar fate.

To supplement the drydocks, a Marine Railway was installed in 1918, lacing through the yard's avenues and streets.

The period between the two world wars represented another lull, enlivened only by the development of the "Die-Lock Chain." Invented by A.M. Leahy and Dr. Charles G. Lutts, it revitalized the research aspect of the yard.

In 1938, Congress approved President Roosevelt's request for $1 billion for naval defense. That same year the Navy Yard launched two 1500-ton destroyers, the USS Mayrant and the USS Trippe, and also began a construction program of large, and largely undistinguished, buildings.

Originally known as the United States Navy Yard at Charlestown or, simply, the Charlestown Navy Yard, the name was changed to the Boston Navy Yard Ship Yard in 1945.

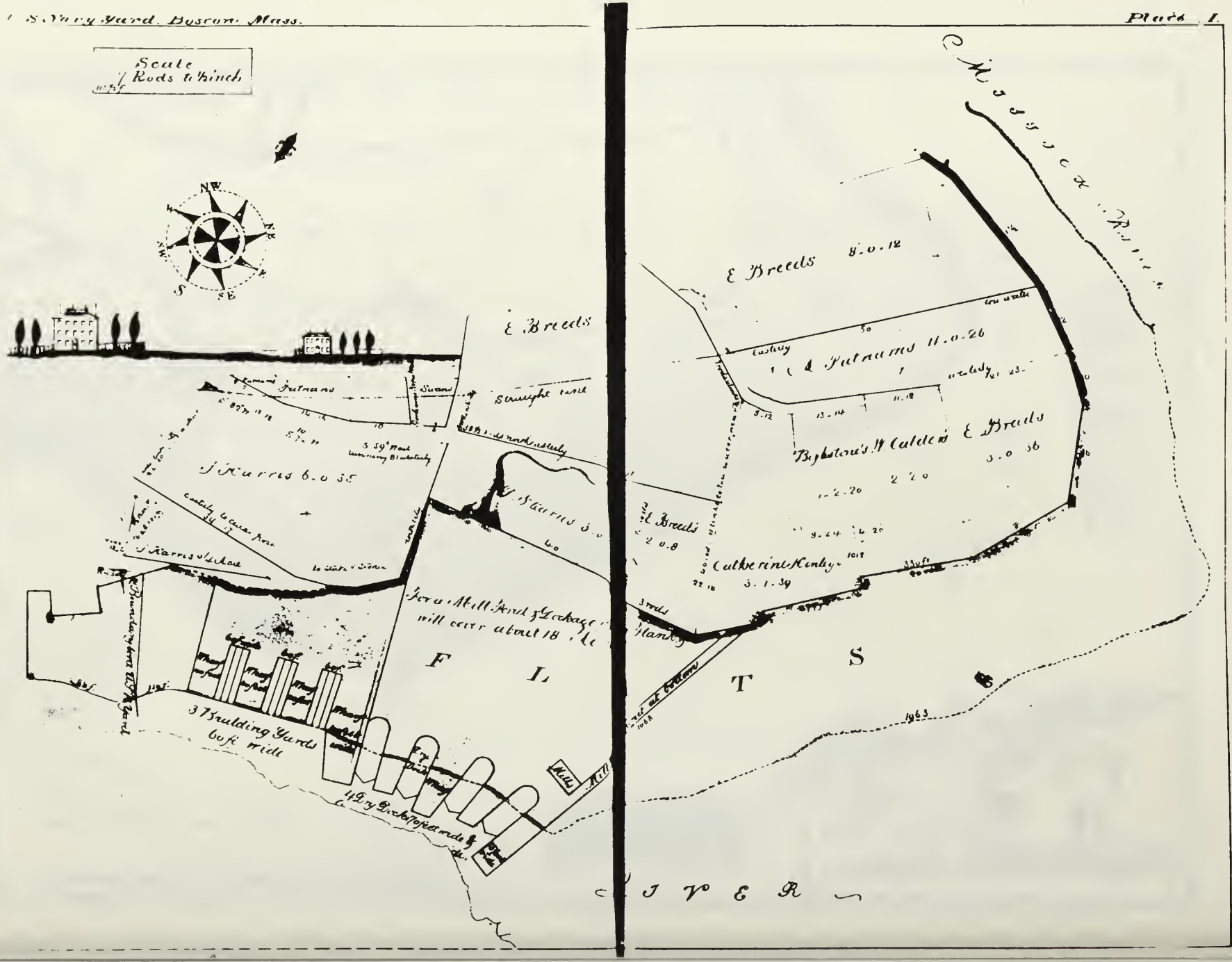
Ship launchings and repairs reached an all-time high during World War II, with a labor force of 47,000, up from 2,860 in 1938. Between 1941 and 1945, 141 new ships were built , many of which were destroyers, destroyer escorts, and LSTs.

Also, 3,260 ships were overhauled and 1,820 were docked. The Yard's last great contribution was the development of bow-mounted sonar rooms for guided missile destroyers in 1966. The last ship to be commissioned was the Kalamazoo, a replenishment oiler, in 1973.

Building construction ceased after World War II. Production ended at the Ropewalk in 1971 and the Department of Defense announced the closing of the Navy Yard in April of 1973, ending employment for 5,200 workers. Ceremonies for decommissioning the Yard were held on July 1, 1974.

From the Independence, a ship of the line launched in 1814, to the Kalamazoo, the Charlestown Navy Yard commissioned about 500 ships. Notable among these, in addition to the first, were the schooner Alligator (1820); the Merrimac (1855), a screw frigate later converted by the Confederacy to an iron clad and defeated by the Monitor in 1862; the screw sloop Hartford (1858), Admiral Farragut's flagship; the Monadnock (1866), a double-turreted iron clad, the first monitor iron clad to sail from the Atlantic to the Pacific; and the iron clad Intrepid (1874), the first torpedo boat. The Constitution was the first and last ship to be repaired in the Yard.

by: Leslie Larson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Edward Putnams
Swan
Sunright land
J. Harris 6.0.35
J. Harris's House
Boundary line
3 Building Yards
60 ft wide
Mill
Mill Yard
Culberts Kenby
3.1.39
Stanley
Putnams 11.0.26
Bigelow's
Caldecot
E. Breeds
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2.2.0
Culberts Kenby
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1963
F L
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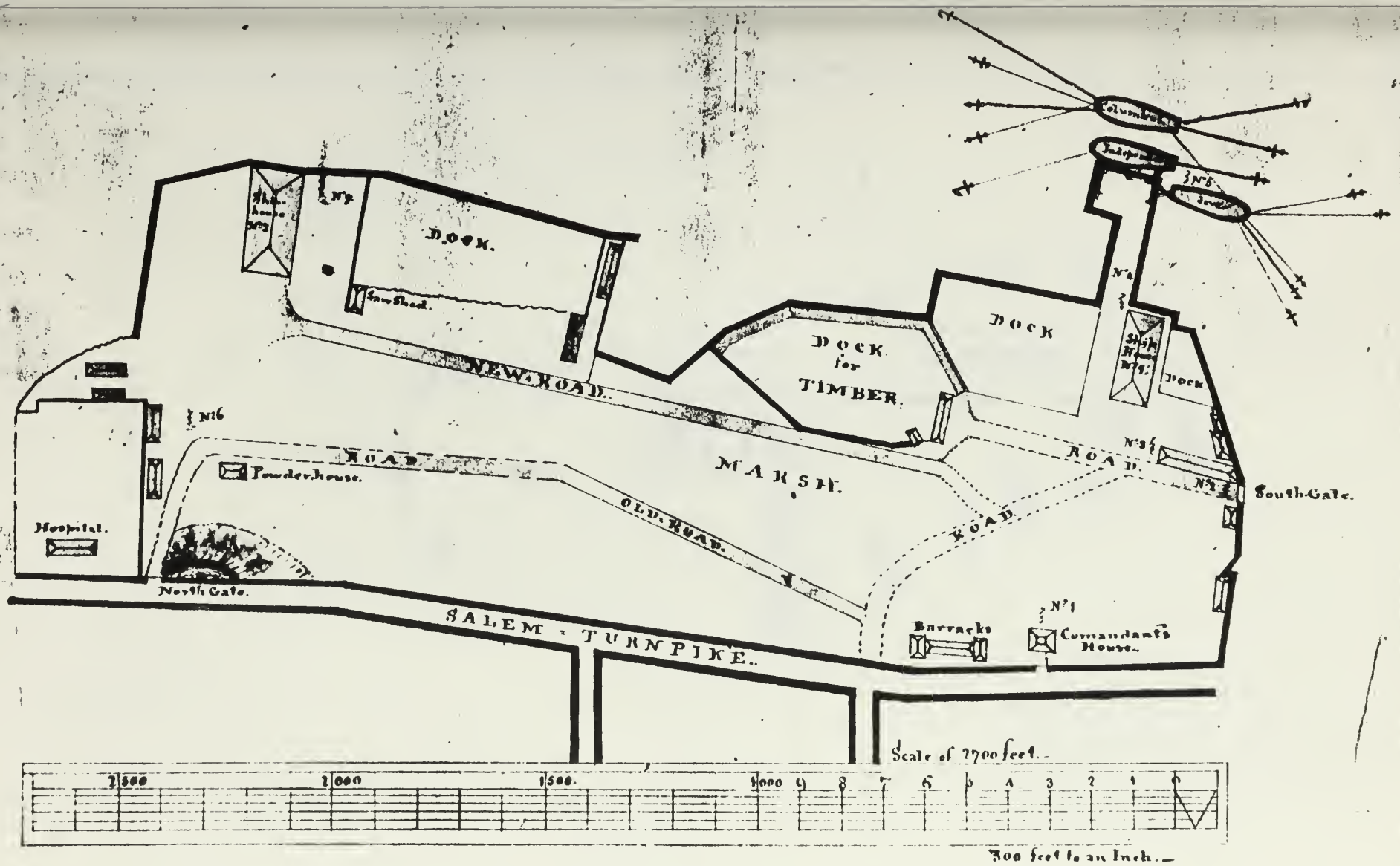
Osgood Carleton's 1802 Drawing of Charlestown Navy Yard

MYSTIC RIVER
BUNKER HILL
BREED'S HILL
MILL POND
NAVY YARD
References
State Prison
Square
CHARLES RIVER BAY
HARBOUR
MILLERS CREEK
PART of CAMBRIDGE
Leechmere Point
Craigies Bridge
Prisons Point Bridge
PART of BOSTON
SCALE
Plan of
CHARLESTOWN PENINSULA
in the State of
MASSACHUSETTS,
From Accurate Survey
By
Peter Hyde Surv'r
1818.



NAVY-YARD -+- CHARLESTOWN -+- MASS.[TSS.] 1823.

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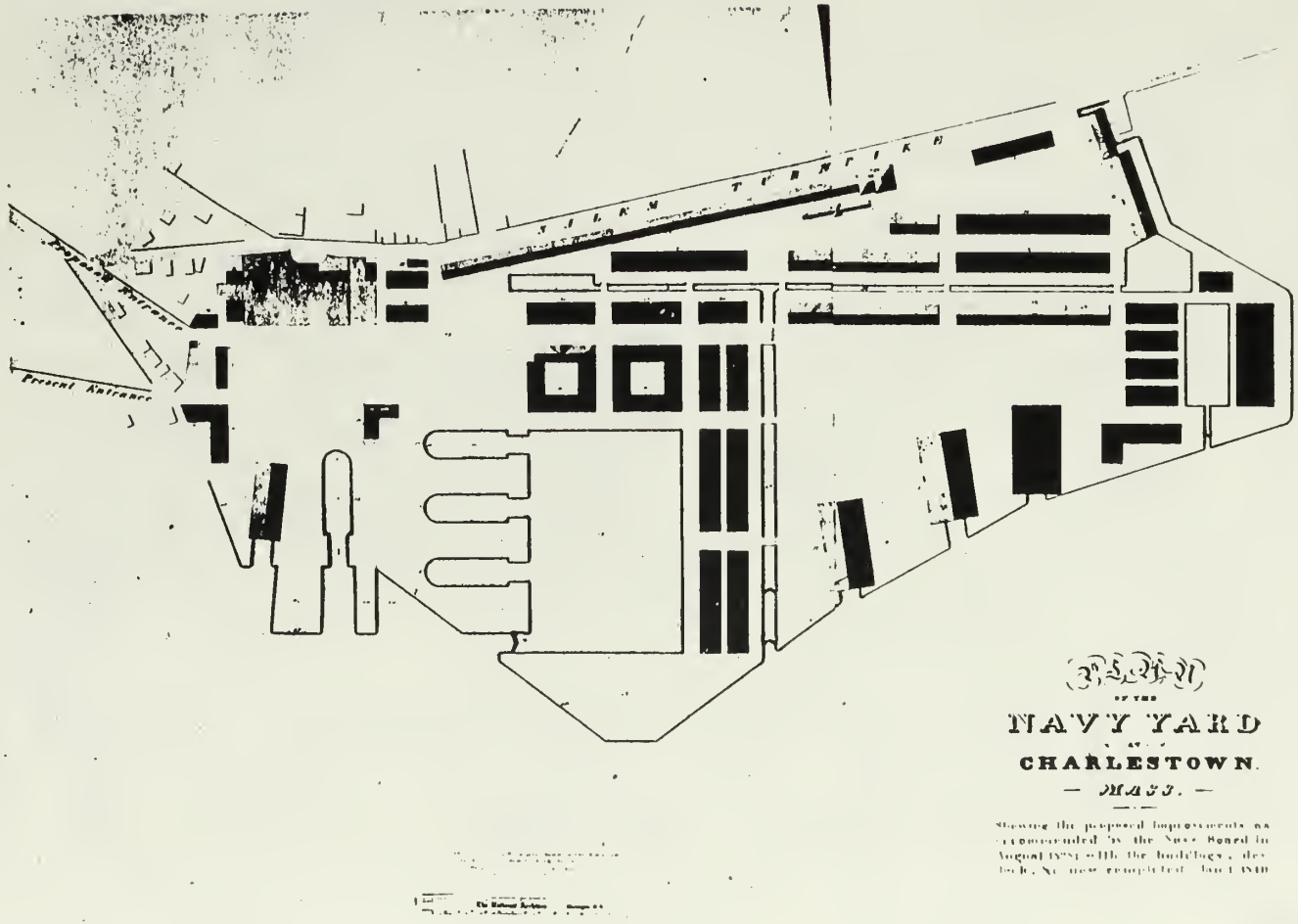
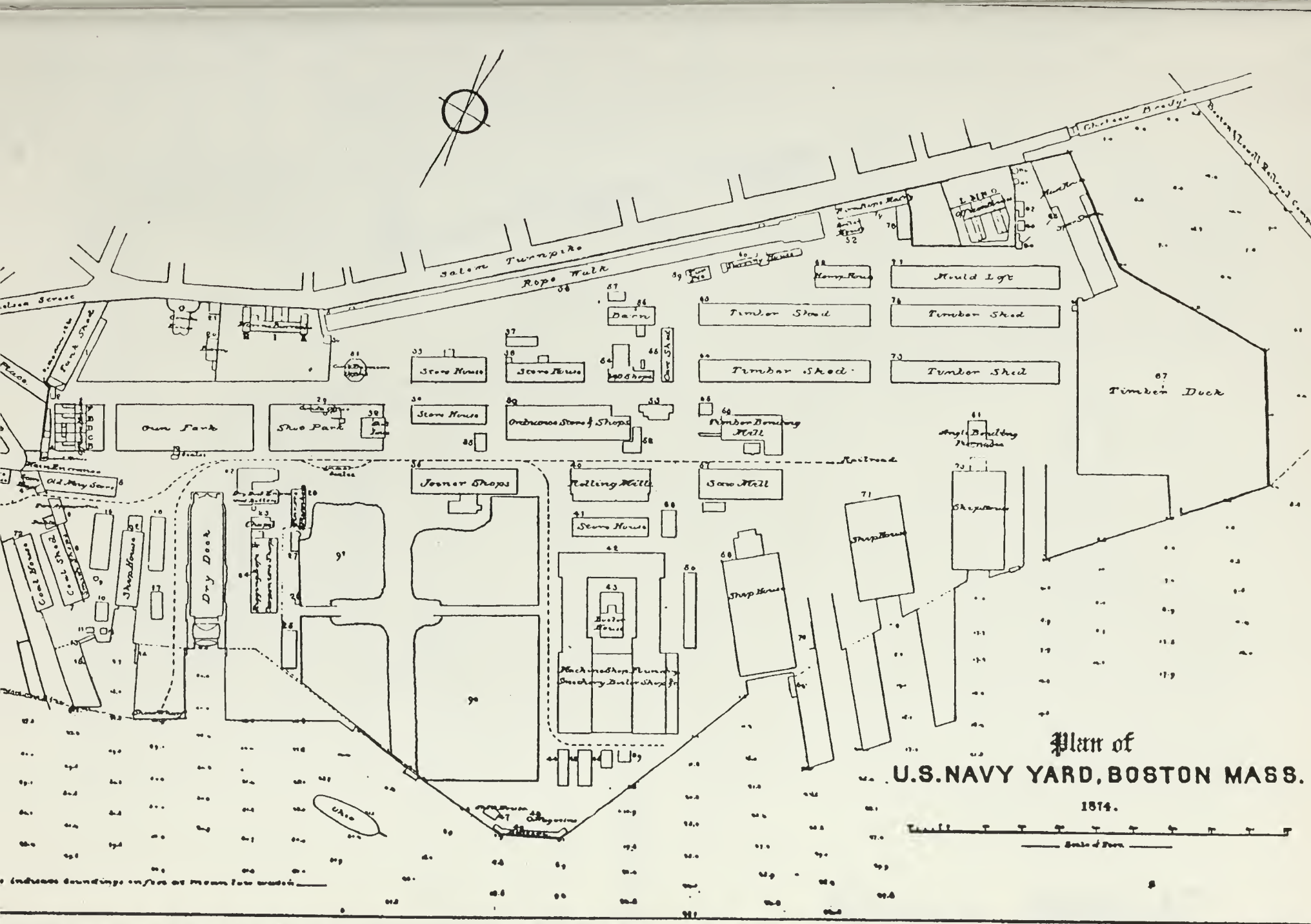
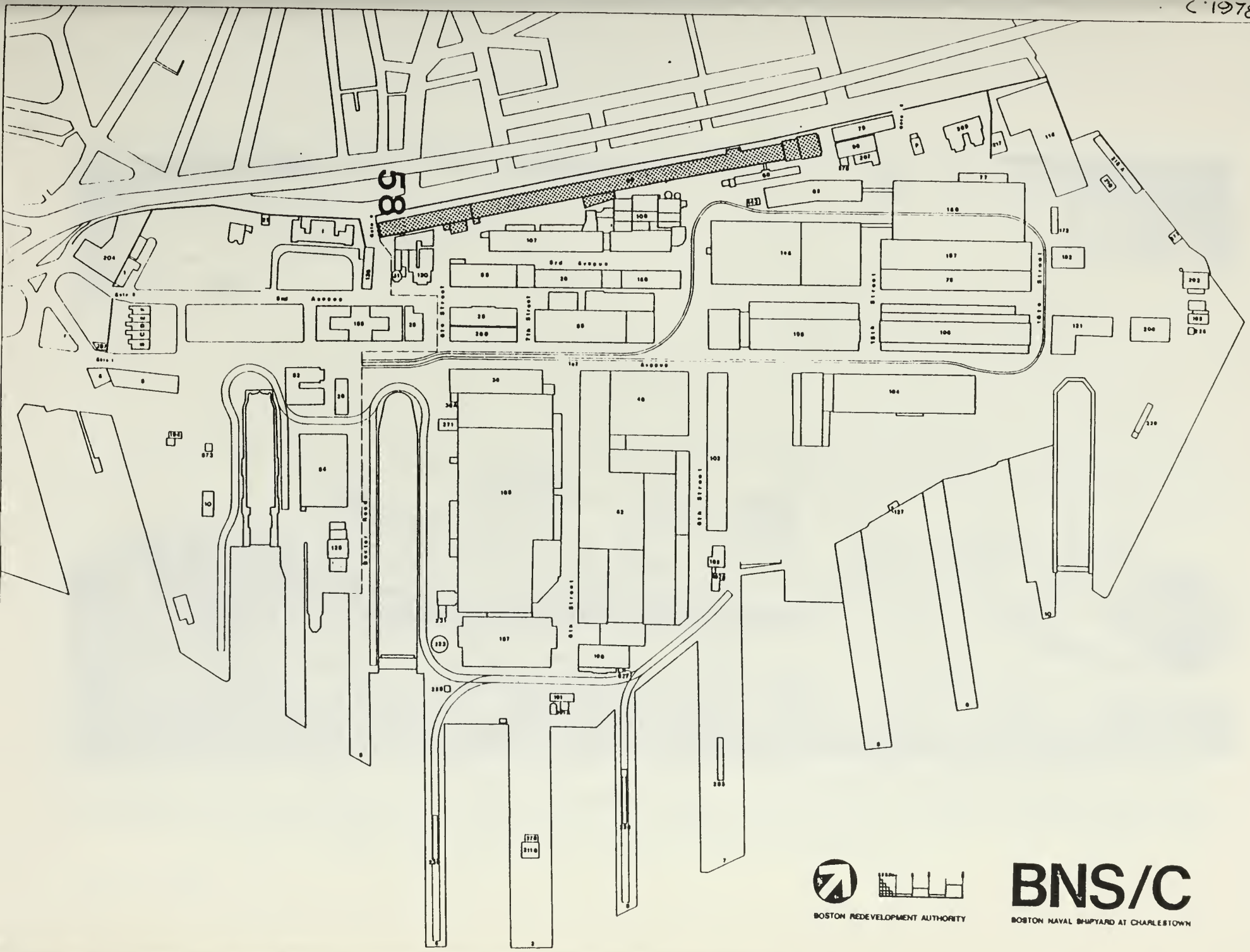


Plan of the Navy Yard at Charlestown, Massachusetts, 1840

Reproduced from Plans of Buildings and Machinery Erected in the Navy Yard, Boston, from 1830 to 1840, by Alexander Parris, *in the War Records Office, The National Archives, Washington, D. C.*


Salem Turnpike
Rope Walk
Mould Loft
Timber Shed
Timber Shed
Timber Shed
Timber Shed
Timber Dock
Store House
Store House
Store House
Ordnance Store & Shops
Timber Bending Mill
Joiner Shops
Rolling Mill
Saw Mill
Store House
Dry Dock
Ship House
Ship House
Ship House
Ship House
Machine Shop, Foundry, Smithery, Boiler Shop &c
Boiler House
Engine House
Store House
Store House
Old Navy Store
Gun Park
Shot Park
Plan of
U.S. NAVY YARD, BOSTON MASS.
1874.

c.1978


85
Boston Road
3rd Avenue
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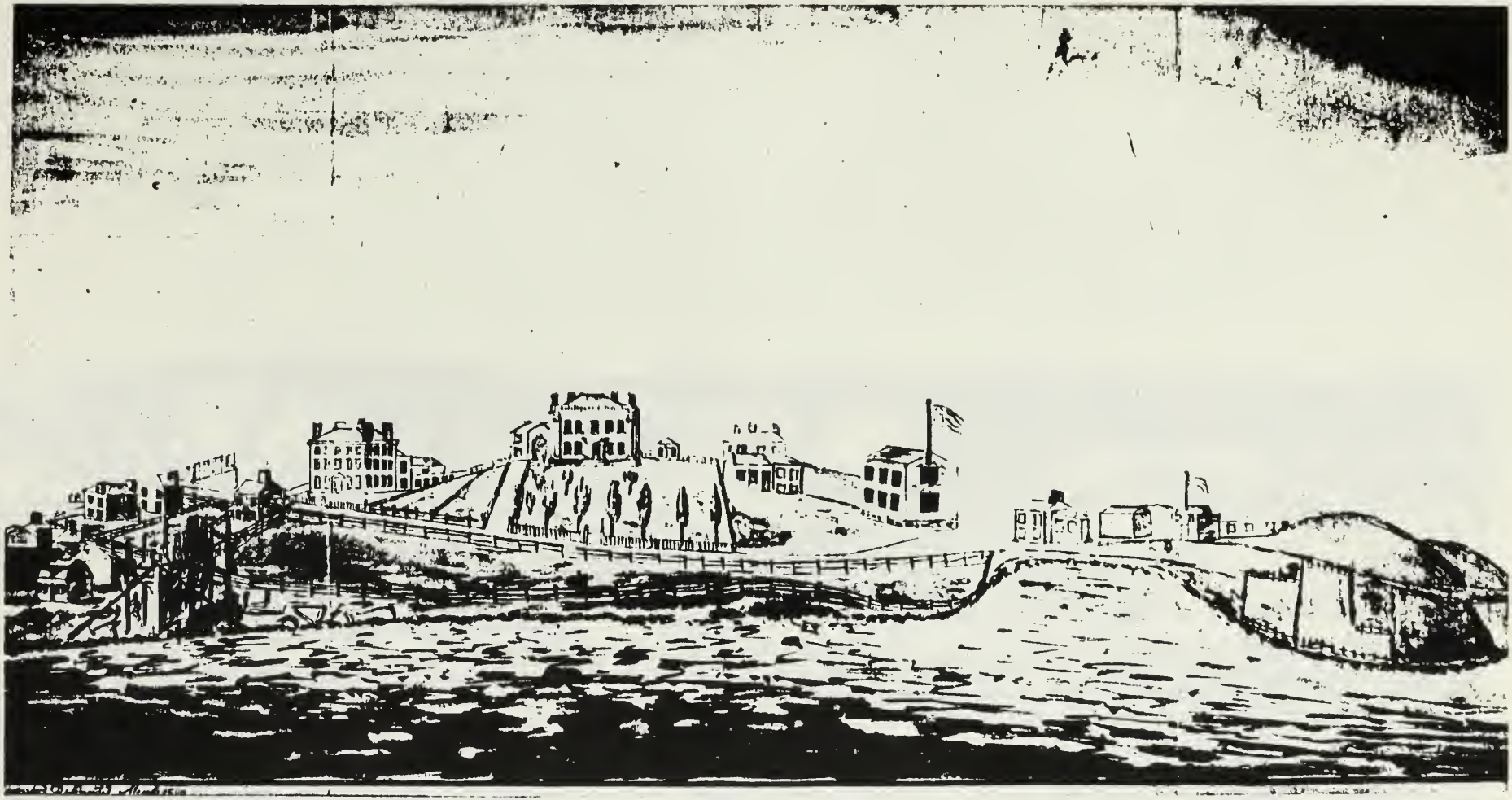
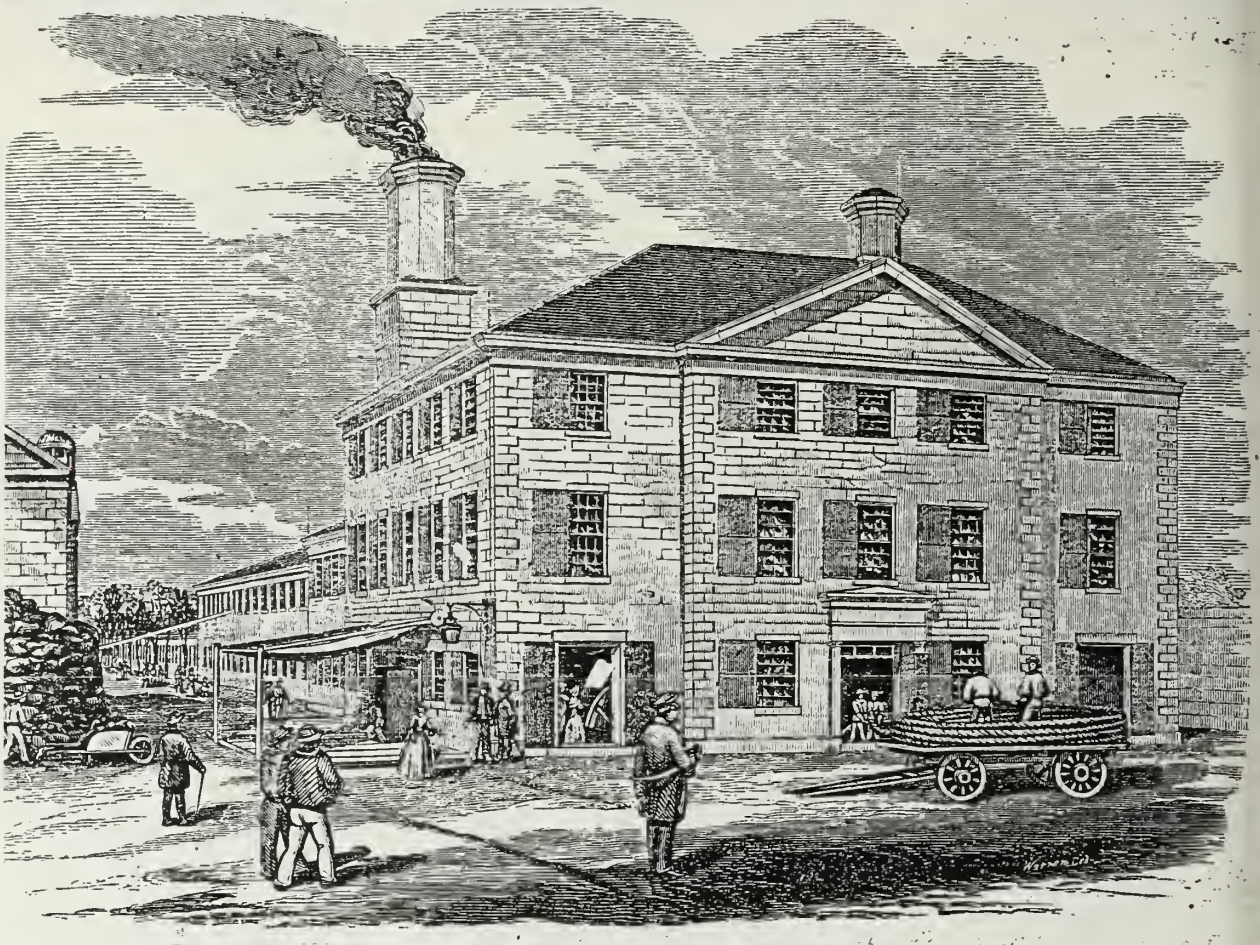
21st Street
22nd Street
23rd Street
24th Street
BOSTON REDEVELOPMENT AUTHORITY
BNS/C
BOSTON NAVAL SHIPYARD AT CHARLESTOWN



A Northwest view of that part of Charlestown proposed for the United States Dock & Navy Yard. taken in a Boat on the water at high water. ———,

MARCH 1800

NAVY YARD C. 1831



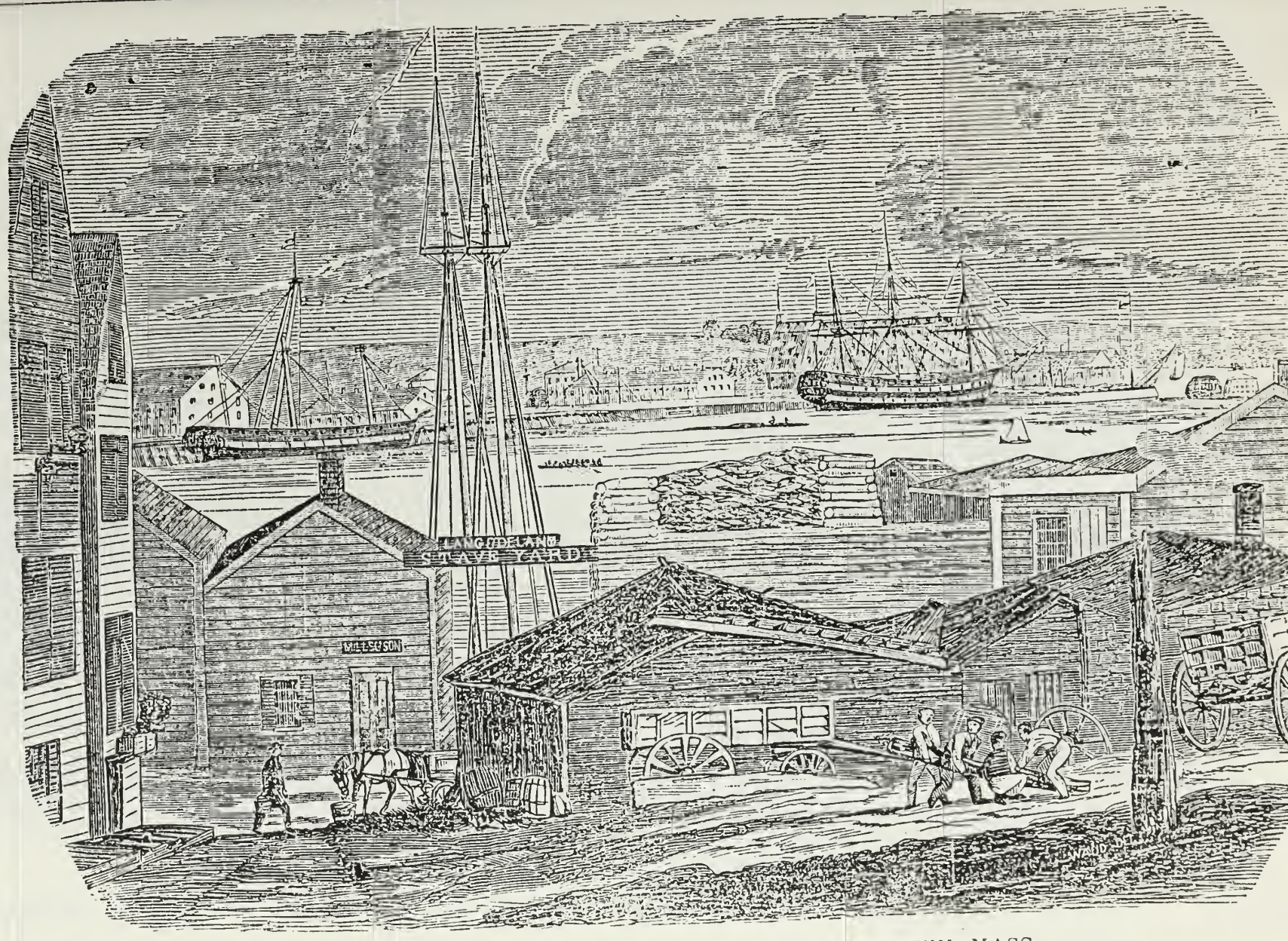
VIEW OF THE ROPEWALK, AT THE CHARLESTOWN NAVY YARD.

on the north-east part; it is one
teen feet high, and is the largest
Breed's Hill (on which was the
Hill, and where the monument
ences near the southerly portion
extends towards the south and
eighty-seven feet. Town Hill
est part of the peninsula; its
omewhat reduced from what it
hut it never was as high as
s western base reached to the
s River. The avennes from
idge and Warren Bridge meet
Square, an open space of two
gularly laid out soon after the
wn, in 1776, for the purpose of
Around this square a number
ildings are situated. There
three Congregational, three
thodist, one Universalist, and
here is one bank: the Bunker
capital of $200,000. Charles-
Boston by Charles River and
Warren Bridge is one thous-
l and ninety feet in length, and
width. It was incorporated in
the same year. It is now the
tate. Charlestown is also uni-
a port of entry, and in various
its. Population, about 16,000.

L TIGER OF BENGAL.

and rapacious of all carnivor-
native of Asia, and is found in
t extensive country; but they
s in India. They are ferocious
n, and are never subdued by
reatment. They fear not man
f the largest size. They are
s than the lion; and they are,
ore dreaded, though not of the
rge dimensions. The largest
l, and these are distinguished
he Royal Tiger. They fre-
devour children and adults.
have a higher relish for hu-
of any other animals. They
o dart from their covers and
who were walking for pleas-
tly ready to make a spring,
arty of ladies and gentlemen,
duced to retire by the unfurl-
of an umbrella. In combat,
lephant and the lion. The
kind (*felis*); and so are the
r, and some other ferocious
nther is most formidable and
f larger size than others of
rociousness is greater pro-
th. The color of the tiger is
e on the back, gradually soft-
the belly. Beautiful bars of
re body.—*History of Animals.*

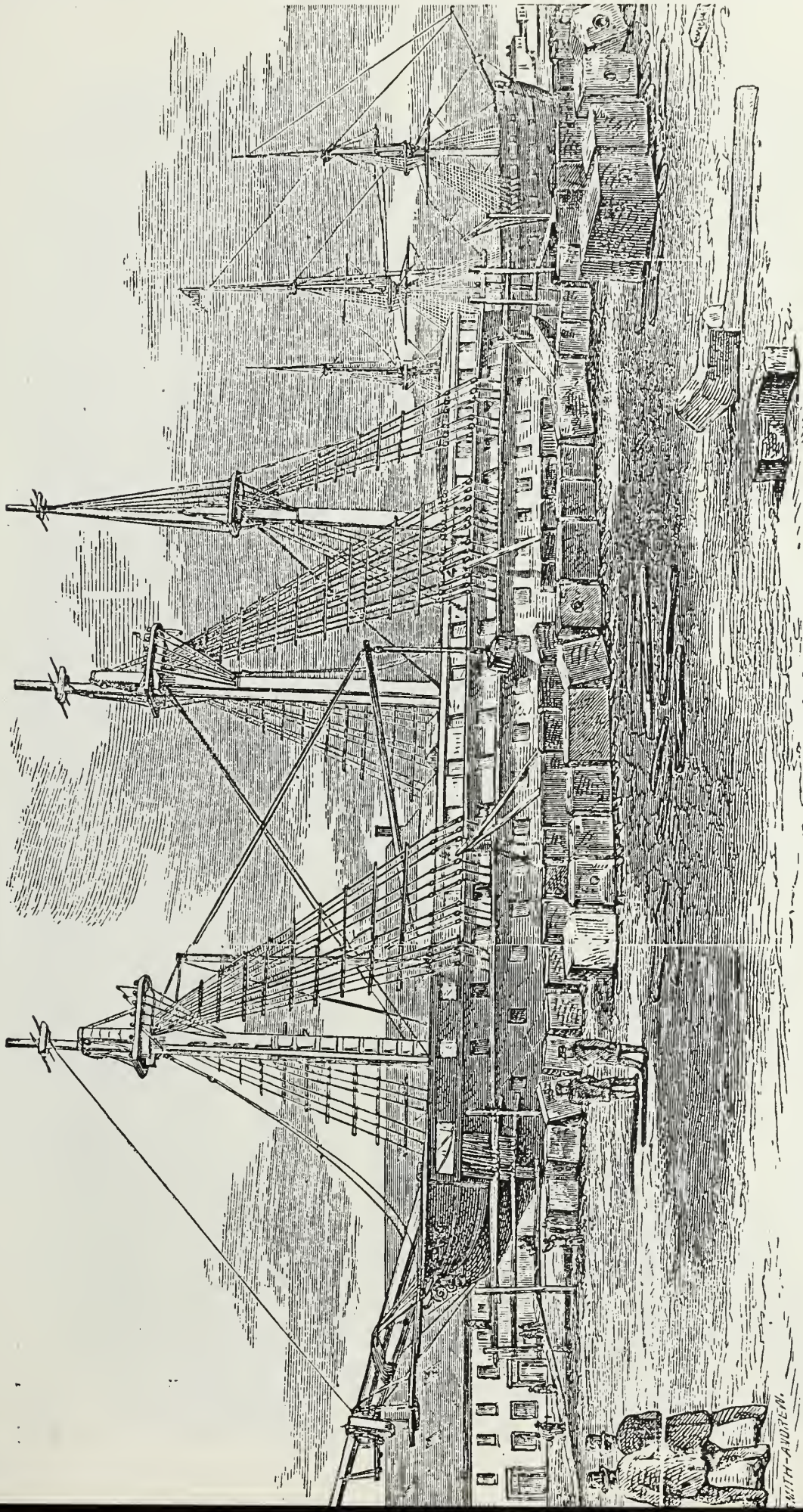
COMMODORE'S HOUSE AND GARDEN, AT THE NAVY YARD, CHARLESTOWN, MASS.



☞ See page 269 for description.

VIEW OF THE U. S. NAVY YARD AT CHARLESTOWN, MASS.

GLEASON'S PICTORIAL VOL. I No 17 AUG. 23, 1851 P272



ENSIVE VIEW OF THE UNITED STATES NAVY YARD AT CHARLESTOWN, MASSACHUSETTS.

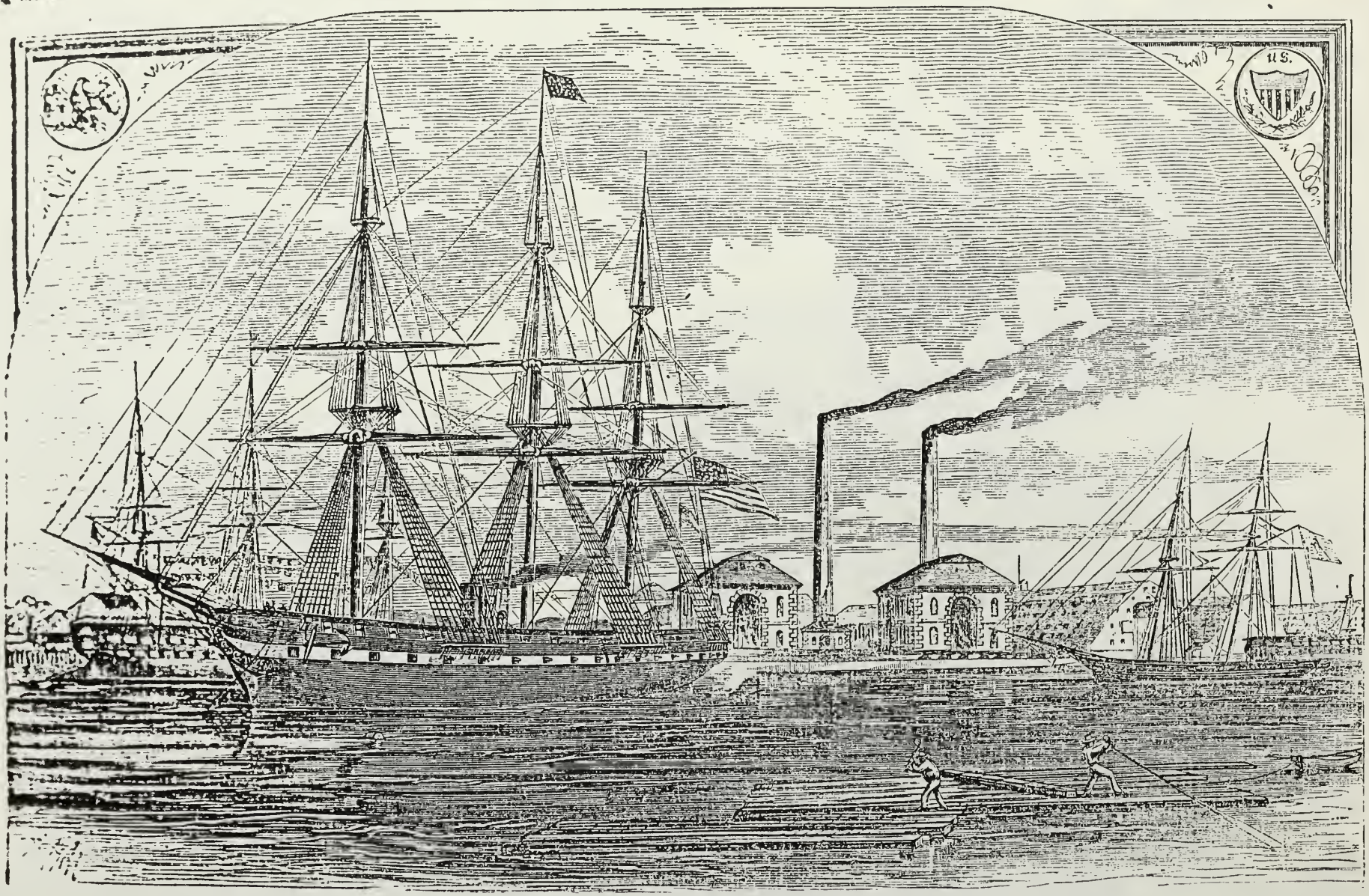
WITH-A-VIEW.

This is a famous sand
some six miles from D
the South Foreland. It
southwest, and is very da
of bay or anchorage betw
upon them and wrecked
north and south bank.
sooner. A light-vessel is
the sand is changed more
rents. An idea has long
posed of quicksand, of so
ship driven upon it, bec
bedded, and is soon engu
difficulty is not to remain
Sands are firm and unyi

beacon, erected some fif
and might have remaine
knocked it down while
water. During the last
shoal, but was got off w
of pigs of tin and iron w
that these had been lyin
All testimony goes to sh
some peculiar action of
change their position, a
northwesterly winds pre
other heavy bodies, whic
den disappearance of la
arises from their being
and the irregular sets of
erected on the Goodwin
boom of a frigate, in a
shrouds. At the top w

THE GIPSEY WIDOW AN

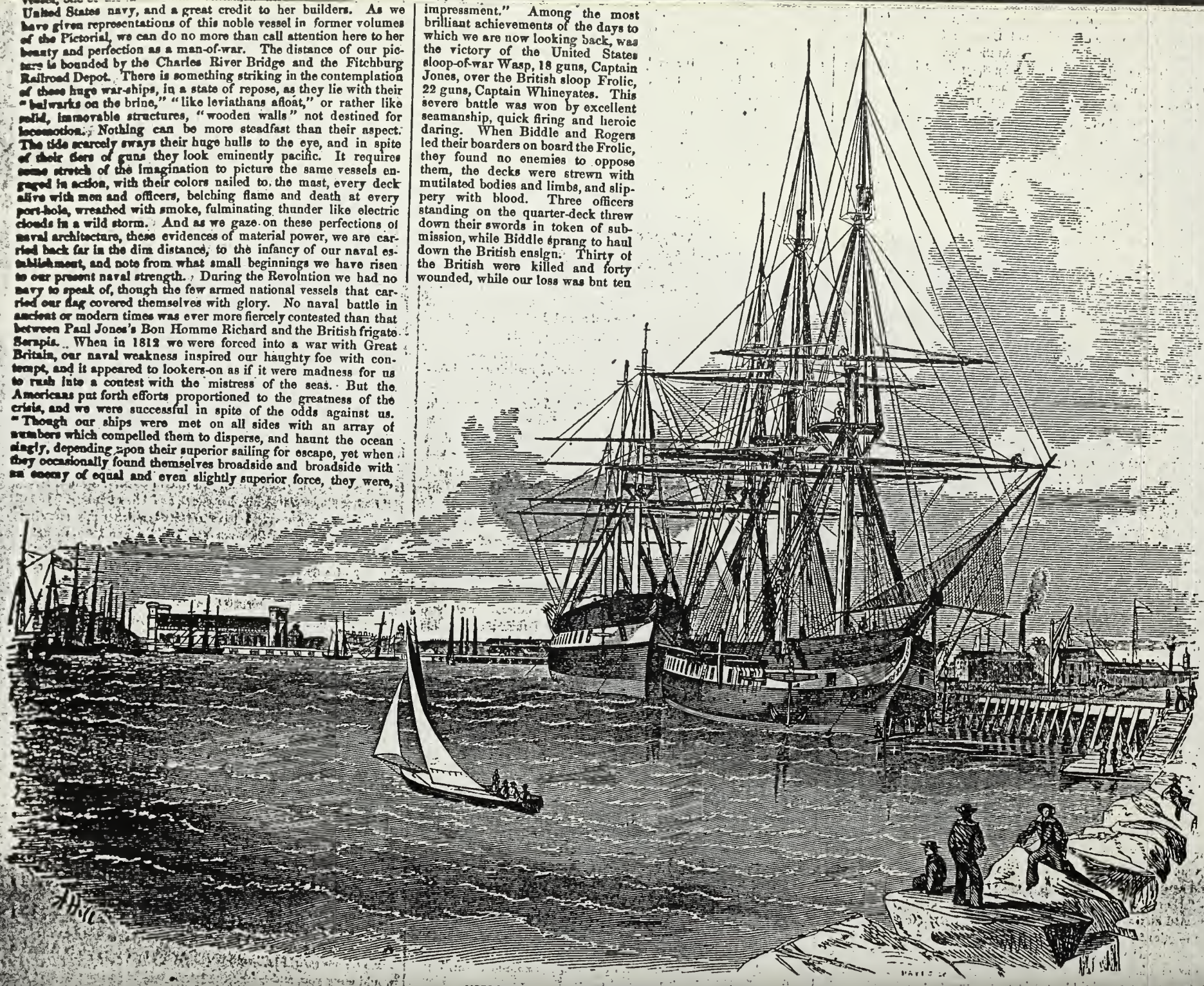
part of their cruisers and p... eremoral disavowing the act, holding the officers responsible, and abandoning the long-disputed claim to the right of search and visitation. The promptness, however, with which seamen flocked to our flag on the first menace of war, is a most encouraging feature, showing that the spirit which animated our gallant tars during the Revolution, the war with the Barbary States and that of our ports were models of naval architecture, superior to any... vessels ever before constructed. From that time forward the superiority of American ships-of-war has been admitted, while our mercantile marine has equally borne away the palm. For a long time, however, we permitted foreign nations to outstrip us in building steam war vessels. For many years, while France was ... any more perilous occupation than that of laying a cable to connect distant lands, or carrying food to a famishing people. But because we hope for universal peace, we must not therefore be unprepared for war.—The buildings in our sketch represent the machine shop and foundry, which perfect the resources of the navy yard.



UNITED STATES SHIP OF WAR ROANOKE, BRIG OF WAR DOLPHIN, AND NEW BUILDINGS, CHARLESTOWN NAVY YARD.

Gallou's Pictorial Vol XV No. 7 Aug. 14, 1858 p. 97

United States navy, and a great credit to her builders. As we have given representations of this noble vessel in former volumes of the Pictorial, we can do no more than call attention here to her beauty and perfection as a man-of-war. The distance of our picture is bounded by the Charles River Bridge and the Fitchburg Railroad Depot. There is something striking in the contemplation of these huge war-ships, in a state of repose, as they lie with their "bulwarks on the brine," "like leviathans afloat," or rather like solid, immovable structures, "wooden walls" not destined for locomotion. Nothing can be more steadfast than their aspect. The tide scarcely sways their huge hulls to the eye, and in spite of their tiers of guns they look eminently pacific. It requires some stretch of the imagination to picture the same vessels engaged in action, with their colors nailed to the mast, every deck alive with men and officers, belching flame and death at every port-hole, wreathed with smoke, fulminating thunder like electric clouds in a wild storm. And as we gaze on these perfections of naval architecture, these evidences of material power, we are carried back far in the dim distance, to the infancy of our naval establishment, and note from what small beginnings we have risen to our present naval strength. During the Revolution we had no navy to speak of, though the few armed national vessels that carried our flag covered themselves with glory. No naval battle in ancient or modern times was ever more fiercely contested than that between Paul Jones's Bon Homme Richard and the British frigate Serapis. When in 1812 we were forced into a war with Great Britain, our naval weakness inspired our haughty foe with contempt, and it appeared to lookers-on as if it were madness for us to rush into a contest with the mistress of the seas. But the Americans put forth efforts proportioned to the greatness of the crisis, and we were successful in spite of the odds against us. "Though our ships were met on all sides with an array of numbers which compelled them to disperse, and haunt the ocean singly, depending upon their superior sailing for escape, yet when they occasionally found themselves broadside and broadside with an enemy of equal and even slightly superior force, they were, impressment." Among the most brilliant achievements of the days to which we are now looking back, was the victory of the United States sloop-of-war Wasp, 18 guns, Captain Jones, over the British sloop Frolic, 22 guns, Captain Whineyates. This severe battle was won by excellent seamanship, quick firing and heroic daring. When Biddle and Rogers led their boarders on board the Frolic, they found no enemies to oppose them, the decks were strewn with mutilated bodies and limbs, and slippery with blood. Three officers standing on the quarter-deck threw down their swords in token of submission, while Biddle sprang to haul down the British ensign. Thirty of the British were killed and forty wounded, while our loss was but ten



VIEW IN THE CHARLESTOWN NAVY YARD.

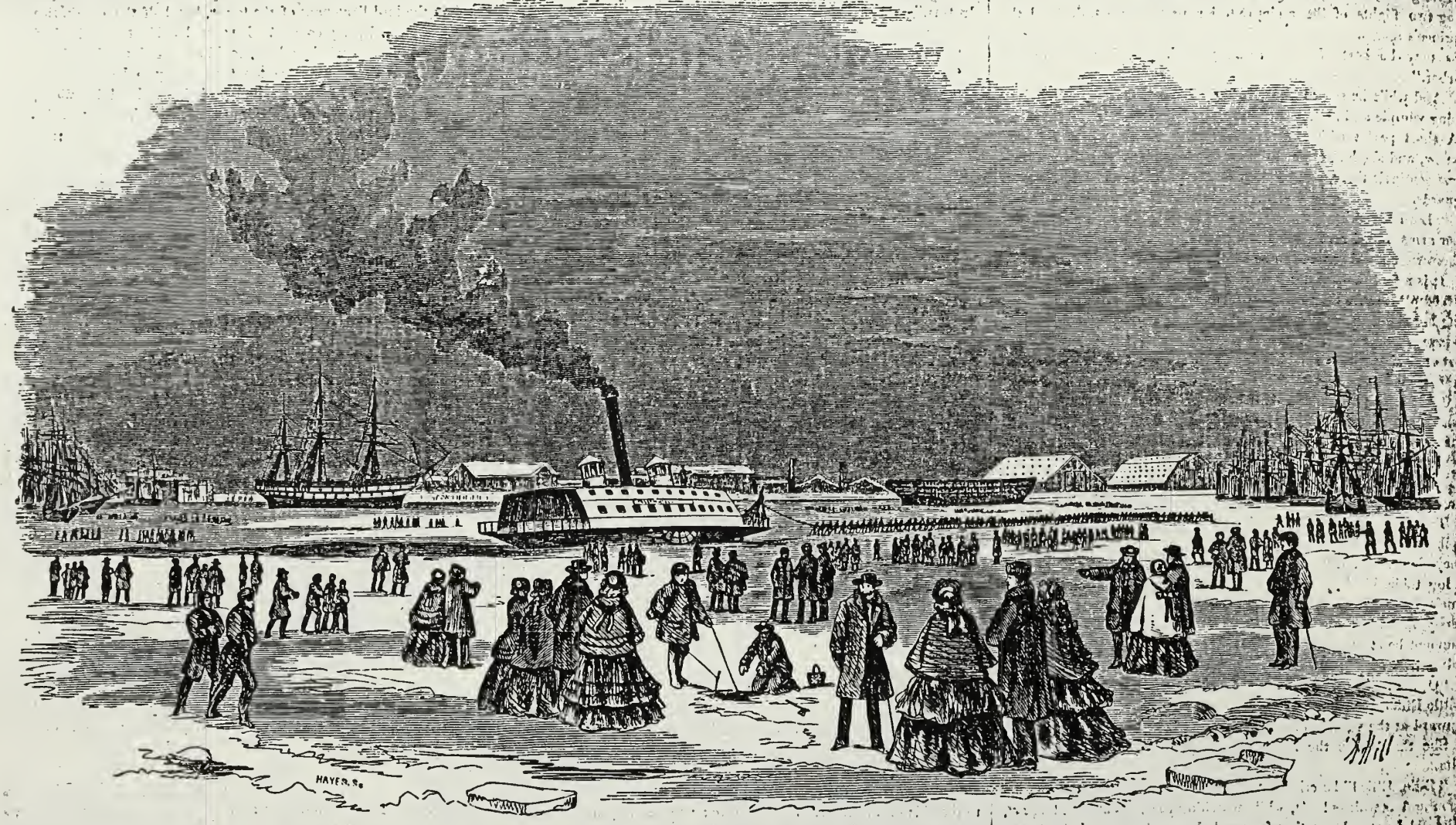
during the past winter, though our citizens had the poor consolation of feeling that other seaboard cities were as badly, if not worse off. Let us hope that the past winter was an exceptional case, and that in future, if not exempt from cold, we may at least not be temporarily embargoed and isolated by the ice.

NEW LOWELL R. R. DEPOT, CAUSEWAY STREET.

The second view on the next page is from the pencil of Mr. Hill, and represents the substantial brick building fronting on Causeway Street, recently erected by the Lowell Railroad Corporation, to take the place of the station so many years occupied at the foot of Lowell Street, a long distance from this. The building is a well-arranged one, and fully adapted to the purposes for which it was designed; yet no attempt has been made at architectural elegance or costly display. Further on are seen the embattled towers of the Fitchburg Railroad Depot, a grand and imposing structure of granite, which looks like a huge castle of the olden time. Years ago, before the practical operation of these great iron roads

tor. From the boiler room six miles of pipe carry the heat over the entire structure. In this subterranean apartment there is a wooden wheel fourteen feet in diameter, furnished with paddles similar to those of a water-wheel, but projecting from the side, which is used for forcing cold air into the house, the air being drawn from the outer world and passing through vaults beneath the building until reaching gratings. By this means the atmosphere of the house can be changed as often during a performance as may be desired, and always preserved pure. The fan is turned by means of a neat ten horse power steam engine. In another vault, close at hand, is a Worthington steam pump, of the largest size, to force water to fill a tank in the attic of the house, whose height prevents it from being supplied by the Fairmount works. This apparatus is always in readiness for service, and in case of fire, outlets have been provided, both on and through the stage, through which it will send streams of water to almost any required part of the structure. On the ground floor of the Broad Street front of the academy is the restaurant, a large room seven-

total of 2900 seats, and standing room for 500 in addition. The size of the stage is 72 feet 6 inches deep, 90 feet wide, and 70 feet high. The ceiling of the auditorium is made of ribs of wrought iron, the space between them being filled with wire gauze, on which the plastering is laid. The artistical designs, filling the eight compartments into which it is divided, are Music, Dancing, Tragedy, Comedy, Spring, Summer, Autumn and Winter. The design and fresco work of the ceiling owes its beautiful execution to Mr. C. Kaiser, and the oil paintings are from the hand of Mr. C. Schmolze. The inner dome of the ceiling is azure, diversified with stars. The proscenium boxes are eight in number, four on each side of the stage. They are richly carpeted, and have the walls covered with a paper of damask and gold. The hangings are of extra rich satin, with gold borders, and fringe of the same material, with crimson. The fitting up of the proscenium boxes reflects great credit on the artist, Mr. John Graham. Lyon J. Levy, Esq., one of the committee, is highly spoken of for the part he took in the supervision and arrangement of the house. On ei-



SCENE ON THE ICE, BOSTON HARBOR—CITIZENS HAULING THE FERRY-BOAT.

BALLOU'S PICTORIAL VOL XII No 10 MARCH 7, 1857 P. 154

DEFEAT OF GENERAL BRADDOCK, IN THE FRENCH

line-of-battle ships Ohio and Vermont, the latter of which we remember seeing launched a few years since. As the time approached for the first rush of the leviathan into the element she is destined to ride for many years, we trust, the excitement was

have something like a steam navy. The utmost alacrity has been displayed in building her, and the mechanics employed on her have reason to be proud of their handiwork. The model was furnished by Mr. Lenthall, chief of the bureau of construction, and she has

the addition, a formidable fleet of ships, independent of wind and tide. The time had really arrived for government to take hold of this matter, and redeem our credit. The English and French were, as, indeed, they still are, far ahead of us in their steam defences, but we can now overtake them when necessary.

LAUNCH OF THE UNITED STATES STEAMER MERRIMAC, FROM THE NAVY YARD, CHARLESTOWN.

GLEASON'S PICTORIAL VOL. IX NO. 2 JULY 14, 1855 P. 17

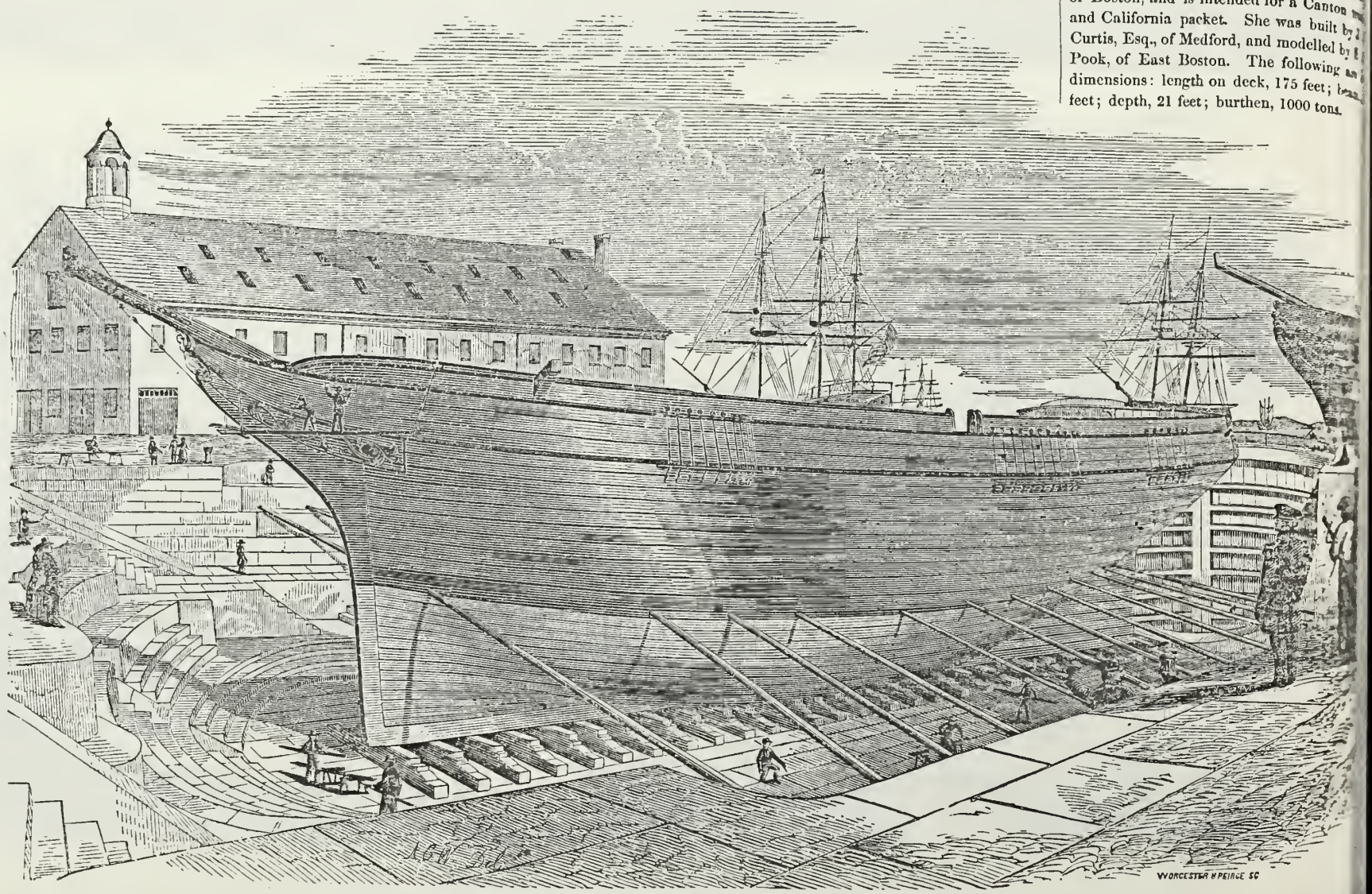
TRUE MERIT.

Ease in your mien, and sweetness in your face,
You speak a syren, and you move a grace;
Nor time shall urge these beauties to decay,
While virtue gives what years shall steal away.
Tickell.

THE NEW FEMALE COSTUME.

Secretary of the Navy, Hon. S. L. So
"What if I should fail?" The Secretary re
"If you do we will hang you!" He did no
and his work has stood firm to this day.

The vessel in the Dock is the beautiful cl
ship Telegraph, belonging to Sprague & T
of Boston, and is intended for a Canton
and California packet. She was built by J
Curtis, Esq., of Medford, and modelled by
Pook, of East Boston. The following are
dimensions: length on deck, 175 feet; bea
feet; depth, 21 feet; burthen, 1000 tons.



NAVAL DRY DOCK AT CHARLESTOWN, MASS.

YARD OF THE MARINE BARRACKS, CHARLESTOWN NAVY YARD.

AUG.16, 1856 P104
BALLOU'S PICTORIAL VOL. XI NO 7.

arrangements in the country. At this port, in the spring of 1623, the first settlers of New Hampshire made a landing, and commenced their settlements here and at Dover. From the peculiar advantages of its situation, Portsmouth appears almost wholly to have escaped the invasion of the Indians. They could approach the place only by the isthmus which connects it with the main land, across which a stockade was extended for defence against them. The settlement was also compact, and the number of inhabitants at an early date considerable. As we before mentioned, the Eastern Railroad from Boston to Portland, by way of Portsmouth, connects with the great northern route extending to Burlington, on Lake Champlain, to Ogdensburg, at the outlet of the great north-western lakes, and to the river St. Lawrence, opposite Montreal. This road, which is only forty-seven miles in length, must open very important advantages to this port, by rendering it directly accessible to the northern and western trade, coming from a vast extent of the interior, with which it has heretofore had little or no connection. The streets of Portsmouth, though not laid out with much regularity, are neat and pleasant, and contain many beautiful buildings. In many parts of the town are beautiful garden which lies around Church Hill, so called, was originally called Strawberry Bank. The proximity of Portsmouth to the ocean, its neatness, quietness, and beauty, render it a desirable place of residence, and a place of fashionable resort for visitors during the summer season. The population of Portsmouth in 1850 was nearly ten thousand; and among its urbane and hardy inhabitants will ever be found worthy representatives of the characteristic virtues of the old Granite State, whose sons are found in all the other States of the Union; pioneers of industry and enterprise in every department of social and professional life.

VIEW OF THE UNITED STATES NAVY YARD, AT PORTSMOUTH, N. H.

7/19/89